

The Sydney Morning Herald.

N° 6015.—VOL XXXVII.

SHIP ADVERTISEMENTS.

BIRTHS.
On the 25th of August, at Avon Plains, Victoria, Mrs. Brinsford Sherriff, of a son.

On the 14th September, at her residence, Bemeda Cottage, Marston-street, Parramatta, Mrs. John Taylor, of a son.

MARRIAGE.

On the 14th instant, at All Saints' Church, Sutton Forest, by the Rev. William Stone, Mr. John Sykes (groom) at the 'Stack House Inn,' to Miss Magdalene Bain of the same place.

DEATH.

On the 14th instant, at Harbour View, Balmain, of water on the brain, Emily, sixth daughter of Mr. R. C. Gordon, aged eleven and a half years.

SHIP ADVERTISEMENTS.

TEAM TO MANLY BEACH.—Every TUESDAY, THURSDAY, SATURDAY, and SUNDAY, at 10 a.m., and 3 p.m., returning from Manly at 12 noon, and 3 p.m., calling at Woolloomooloo Bay.

TEAM TO THE HUNTER.—THE WILLIAMS, for MORPETH, TO-MORROW (Thursday) MORN-ING, at 8 o'clock. TILMOUTH F. DYE, Manager.

H. R. N. S. N. Co.'s Wharf, foot of Market-street, 16th September.

THE H. A. N. COMPANY'S STEAMERS.

COLLAROY. to the HUNTER, TO-NIGHT (WEDNESDAY), at 11. WOODWARD, to MELBOURNE, SATURDAY AFTERNOON, 3.

BOOMPRONG, to MORTON BAY, and IPSWICH, THIS EVENING (WEDNESDAY), at 8.

WARATAH, to WIDE BAY, WEDNESDAY, 23rd September, at 8 p.m. Steam to CLARENCE TOWN, MONDAY NIGHT, at 11.

JAMES PATERSON, Manager.

THE EUROPEAN AND AUSTRALIAN ROYAL MAIL COMPANY'S chartered steamship SIMLA, 364 tons, 60 horse power, E. COOPER, commander (Captain Major's), will be despatched for GUMBOOMBOOM, and return on MONDAY, the 15th of October, at 8 a.m. precisely.

RATES OF PASSENGE, including expense of transit through Egypt, but exclusive of wines, spirits, &c., &c.

STEAMER TO MELBOURNE.—M. O. Smith, M. O. Guise, M. O. Allen, M. O. Alexander, M. O. Mills, M. O. Macquarie.

Single state-rooms with four berths charged extra.

Children under three years, if not occupying a berth, free (except the cost of transit through Egypt); from three to ten years, half a rate to a berth; if each occupying a berth, two-thirds a rate. Domestic servants, half-rate.

The rates of passage include steward's fees, bedding, and linen, together with attendance of experienced male and female servants.—An experienced Surgeon on board.

First-class passengers will be allowed 3 cwt. of personal baggage, free of freight.

Merchandise cannot be carried under the name of luggage, and parcels for different consignees collected and sent in one bag, or otherwise taken to port for delivery in England, or any of the intermediate ports for the purpose of avoiding the payment of freight, will incur the risk of seizure by the Customs authorities.

The Company will not be responsible for gold, silver, bullion, securities, money, stones, or metal, unless fully described and value declared.

Arrangements for freight of species—deliverable at the Bank of England, can be made on application at the Company's Office, No. 1, Margaret-street.

Boxes should be strongly made, with elm ends lined with tin, and must be sealed over, tape in counterpane boxes; also provided with an iron hoop at each end.

HUGH LAMOUR, manager.

S. and A. R. M. Company's Office, 1, Margaret-street.

FOR THE RICHMOND RIVER.—The schooner JOSEPHINE, and SANCHO PANA, are now ready to receive cargo.

For freight or passage, apply to NORTHWOOD and COX, Baltic Wharf.

FOR KEMPSY, MILRAY RIVER.—The MARY JANE, on FRIDAY next.

For freight or passage, apply on board, at the Union Wharf; or, to GEORGE COLESON, Market Wharf.

FOR MACLAY RIVER.—On the 17th instant, the schooner HILDA, a regular trader.

For freight or passage apply on board, Jacques' Wharf, or to WILLIAM HIZELLET, on the Wharf.

TEAM TO BRIBBANE WATER.—On MONDAY next, the 23rd instant, returning the same day; also, on the following FRIDAY.

Phoenix Wharf, 16th September.

FIRST VESSEL FOR THE MANNING RIVER.—The clipper schooner LOUISA MARIA, INHEN, master, will be ready to take in cargo at the Circular Quay THIS DAY, and sail for the above port on about THURSDAY next.

For freight or passage apply to LINCKER and CO., shipshanders, Lower George-street.

FOR THE MANNING RIVER.—The new schooner ARCHITECT, 100 tons burthen, will be a regular trader; has good accommodation for passengers. Will load at the Circular Quay, and sail on MONDAY, 21st instant.

Apply to MITCHELL and CO.

SHIPS FOR MORTON BAY.—(To take the birth of the SARAH ANN.)—The smart clipper schooner GEORGE is fast sailing up the Victoria Wharf, and will have immediate despatch.

LAIDLAW, IRELAND, and CO., Lloyd's Chambers.

FOR TWOPOLD BAY.—The VISION, ketch, on the 18th instant.

For freight or passage apply to Mr. BRADINGTON, Clyde-street; or on board.

FOR PORT STEPHEN.—THE TELEGRAPH is now taking in cargo at the Commerdale Wharf, and will discharge at the same port. EAGLE Wharf, Port Stephens. She will leave on THURSDAY EVENING. All freight to be paid in Sydney.

Apply to T. ALLEN, agent, King-street West.

FOR PORT CURTIS direct.—The regular trader ALFRED SMITH, master, is now loading at the Alfred Wharf, and is ready to sail SATURDAY.

For freight or passage apply to MOLISON and BLACK, & Macquarie-places.

FOR PORT CURTIS and the FIVE BAYS.—The fine first-class schooner UNCLE TOM, Captain JOHN, daily expected to arrive from Morton Bay, will be at the above places immediately, has good accommodation for passengers.

Apply to R. TOWNS and CO.

FOR NELSON and PORT COOPER.—The fine first-class clipper brig DART, Captain JOHN, now discharging at the Alfred Wharf, will command loading to MORTON BAY, and sail on THURSDAY next, 17th instant.

For passage apply on board, Moore's Wharf; or, to G. PEACOCK, Miller's Point.

FOR NELSON and PORT COOPER.—The fine first-class schooner DART, Captain JOHN, now discharging at the Alfred Wharf, will command loading to MORTON BAY, and sail on THURSDAY next, 17th instant.

For passage apply on board, Moore's Wharf; or, to G. PEACOCK, Miller's Point.

FOR NELSON and PORT COOPER.—The fine first-class schooner DART, Captain JOHN, now discharging at the Alfred Wharf, will command loading to MORTON BAY, and sail on THURSDAY next, 17th instant.

For passage apply on board, Moore's Wharf; or, to G. PEACOCK, Miller's Point.

FOR NELSON and PORT COOPER.—The fine first-class schooner DART, Captain JOHN, now discharging at the Alfred Wharf, will command loading to MORTON BAY, and sail on THURSDAY next, 17th instant.

For passage apply on board, Moore's Wharf; or, to G. PEACOCK, Miller's Point.

FOR NELSON and PORT COOPER.—The fine first-class schooner DART, Captain JOHN, now discharging at the Alfred Wharf, will command loading to MORTON BAY, and sail on THURSDAY next, 17th instant.

For passage apply on board, Moore's Wharf; or, to G. PEACOCK, Miller's Point.

FOR NELSON and PORT COOPER.—The fine first-class schooner DART, Captain JOHN, now discharging at the Alfred Wharf, will command loading to MORTON BAY, and sail on THURSDAY next, 17th instant.

For passage apply on board, Moore's Wharf; or, to G. PEACOCK, Miller's Point.

FOR NELSON and PORT COOPER.—The fine first-class schooner DART, Captain JOHN, now discharging at the Alfred Wharf, will command loading to MORTON BAY, and sail on THURSDAY next, 17th instant.

For passage apply on board, Moore's Wharf; or, to G. PEACOCK, Miller's Point.

FOR NELSON and PORT COOPER.—The fine first-class schooner DART, Captain JOHN, now discharging at the Alfred Wharf, will command loading to MORTON BAY, and sail on THURSDAY next, 17th instant.

For passage apply on board, Moore's Wharf; or, to G. PEACOCK, Miller's Point.

FOR NELSON and PORT COOPER.—The fine first-class schooner DART, Captain JOHN, now discharging at the Alfred Wharf, will command loading to MORTON BAY, and sail on THURSDAY next, 17th instant.

For passage apply on board, Moore's Wharf; or, to G. PEACOCK, Miller's Point.

FOR NELSON and PORT COOPER.—The fine first-class schooner DART, Captain JOHN, now discharging at the Alfred Wharf, will command loading to MORTON BAY, and sail on THURSDAY next, 17th instant.

For passage apply on board, Moore's Wharf; or, to G. PEACOCK, Miller's Point.

FOR NELSON and PORT COOPER.—The fine first-class schooner DART, Captain JOHN, now discharging at the Alfred Wharf, will command loading to MORTON BAY, and sail on THURSDAY next, 17th instant.

For passage apply on board, Moore's Wharf; or, to G. PEACOCK, Miller's Point.

FOR NELSON and PORT COOPER.—The fine first-class schooner DART, Captain JOHN, now discharging at the Alfred Wharf, will command loading to MORTON BAY, and sail on THURSDAY next, 17th instant.

For passage apply on board, Moore's Wharf; or, to G. PEACOCK, Miller's Point.

FOR NELSON and PORT COOPER.—The fine first-class schooner DART, Captain JOHN, now discharging at the Alfred Wharf, will command loading to MORTON BAY, and sail on THURSDAY next, 17th instant.

For passage apply on board, Moore's Wharf; or, to G. PEACOCK, Miller's Point.

FOR NELSON and PORT COOPER.—The fine first-class schooner DART, Captain JOHN, now discharging at the Alfred Wharf, will command loading to MORTON BAY, and sail on THURSDAY next, 17th instant.

For passage apply on board, Moore's Wharf; or, to G. PEACOCK, Miller's Point.

FOR NELSON and PORT COOPER.—The fine first-class schooner DART, Captain JOHN, now discharging at the Alfred Wharf, will command loading to MORTON BAY, and sail on THURSDAY next, 17th instant.

For passage apply on board, Moore's Wharf; or, to G. PEACOCK, Miller's Point.

FOR NELSON and PORT COOPER.—The fine first-class schooner DART, Captain JOHN, now discharging at the Alfred Wharf, will command loading to MORTON BAY, and sail on THURSDAY next, 17th instant.

For passage apply on board, Moore's Wharf; or, to G. PEACOCK, Miller's Point.

FOR NELSON and PORT COOPER.—The fine first-class schooner DART, Captain JOHN, now discharging at the Alfred Wharf, will command loading to MORTON BAY, and sail on THURSDAY next, 17th instant.

For passage apply on board, Moore's Wharf; or, to G. PEACOCK, Miller's Point.

FOR NELSON and PORT COOPER.—The fine first-class schooner DART, Captain JOHN, now discharging at the Alfred Wharf, will command loading to MORTON BAY, and sail on THURSDAY next, 17th instant.

For passage apply on board, Moore's Wharf; or, to G. PEACOCK, Miller's Point.

FOR NELSON and PORT COOPER.—The fine first-class schooner DART, Captain JOHN, now discharging at the Alfred Wharf, will command loading to MORTON BAY, and sail on THURSDAY next, 17th instant.

For passage apply on board, Moore's Wharf; or, to G. PEACOCK, Miller's Point.

FOR NELSON and PORT COOPER.—The fine first-class schooner DART, Captain JOHN, now discharging at the Alfred Wharf, will command loading to MORTON BAY, and sail on THURSDAY next, 17th instant.

For passage apply on board, Moore's Wharf; or, to G. PEACOCK, Miller's Point.

FOR NELSON and PORT COOPER.—The fine first-class schooner DART, Captain JOHN, now discharging at the Alfred Wharf, will command loading to MORTON BAY, and sail on THURSDAY next, 17th instant.

For passage apply on board, Moore's Wharf; or, to G. PEACOCK, Miller's Point.

FOR NELSON and PORT COOPER.—The fine first-class schooner DART, Captain JOHN, now discharging at the Alfred Wharf, will command loading to MORTON BAY, and sail on THURSDAY next, 17th instant.

For passage apply on board, Moore's Wharf; or, to G. PEACOCK, Miller's Point.

FOR NELSON and PORT COOPER.—The fine first-class schooner DART, Captain JOHN, now discharging at the Alfred Wharf, will command loading to MORTON BAY, and sail on THURSDAY next, 17th instant.

For passage apply on board, Moore's Wharf; or, to G. PEACOCK, Miller's Point.

FOR NELSON and PORT COOPER.—The fine first-class schooner DART, Captain JOHN, now discharging at the Alfred Wharf, will command loading to MORTON BAY, and sail on THURSDAY next, 17th instant.

For passage apply on board, Moore's Wharf; or, to G. PEACOCK, Miller's Point.

FOR NELSON and PORT COOPER.—The fine first-class schooner DART, Captain JOHN, now discharging at the Alfred Wharf, will command loading to MORTON BAY, and sail on THURSDAY next, 17th instant.

For passage apply on board, Moore's Wharf; or, to G. PEACOCK, Miller's Point.

FOR NELSON and PORT COOPER.—The fine first-class schooner DART, Captain JOHN, now discharging at the Alfred Wharf, will command loading to MORTON BAY, and sail on THURSDAY next, 17th instant.

For passage apply on board, Moore's Wharf; or, to G. PEACOCK, Miller's Point.

FOR NELSON and PORT COOPER.—The fine first-class schooner DART, Captain JOHN, now discharging at the Alfred Wharf, will command loading to MORTON BAY, and sail on THURSDAY next, 17th instant.

For passage apply on board, Moore's Wharf; or, to G. PEACOCK, Miller's Point.

FOR NELSON and PORT COOPER.—The fine first-class schooner DART, Captain JOHN, now discharging at the Alfred Wharf, will command loading to MORTON BAY, and sail on THURSDAY next, 17th instant.

For passage apply on board, Moore's Wharf; or, to G. PEACOCK, Miller's Point.

FOR NELSON and PORT COOPER.—The fine first-class schooner DART, Captain JOHN, now discharging at the Alfred Wharf, will command loading to MORTON BAY, and sail on THURSDAY next, 17th instant.

For passage apply on board, Moore's Wharf; or, to G. PEACOCK, Miller's Point.

FOR NELSON and PORT COOPER.—The fine first-class schooner DART, Captain JOHN, now discharging at the Alfred Wharf, will command loading to MORTON BAY, and sail on THURSDAY next,

PARLIAMENTARY PAPERS.

WRECK OF THE SHIP "DUNBAR."
(CAPTAIN MCLEIRY, PORT MASTER.)
Ordered by the Legislative Assembly to be printed
2nd September, 1857.

THE PORT MASTER TO THE SECRETARY TO THE TREASURY.
The Port Office, 26th August, 1857.

Sir.—I have the honor to furnish, for the information of the Honorable the Treasurer and Secretary for Finance and Trade, the following Report of the circumstances connected with the discovery of the wreck of the ship "Dunbar," at the South Head of Port Jackson, and my proceedings in investigating to rescue any survivors, and the remains of those who were drowned.

At 10:30 a.m., on the 21st August, I received a letter from the Superintendent of the Lighthouses, South Head, a copy of which is herewith transmitted, informing me that a wreck had been discovered on the South Head.

I immediately proceeded by land to the Lighthouse, the weather being too thick to wait until to communicate by boat or telegraph. I arrived at the lighthouse at noon, and saw the splintered fragments of what appeared to have been a large ship scattered about the base of the precipitous cliff of the South Head, with many human bodies washed up in the heavy breakers, dashing on the rocks.

Proceeding to the position of the Flagstaff, I saw portions of large spars immediately beneath, which were still attached by the rigging to something that rested on the rock. I inferred that it must be some sunken portion of the ship. I concluded that it was at this particular spot the vessel first struck. The gale was blowing heavy at this time from S.E., and knowing that there was no possibility of any part of the wreck having gone to the southward, I despatched the pilot and their crews along the cliff to make a strict inspection, and ascertain if any survivors were to be seen, or if any bodies were landed upon any accessible spot from whence they could be removed. (The course of reports of the pilot's investigations are herewith.)

I then examined, myself, the cliffs from the Light-house to a long distance north of the Gap, and down Jacob's Ladder, where several men were searching for the remains of the sufferers, or for anything that would lead to the identification of the wrecked vessel, for which identification I had offered a reward.

Finding that it was impossible, from the violence of the gale, to get a sufficient number of men to descend the cliff from a vessel outside, I sent my boat, with the Deputy Harbour-Master and Harbour-Master Assistant, to examine the harbour as far as it was practicable for their own safety to venture, and, ascertained if there were any bodies, or clue to the wreck, obtainable, leaving instructions with the pilots to keep up a vigilant watch for the recovery of the sufferers, and with the superintendent of the Lighthouses and Signal Station to record my immediate and further information, which might be procured and published, notice of reward to any one, not in the employ of the Government, of three pounds for the first information that would lead to the identity of the wrecked vessel, for which identification I had offered a reward.

At 8 p.m., I then held conference with Captain McLeiry, and others, as to the necessity of making an effort to find the survivors, and our unanimous opinion was, that another search would be useless, and all that could be done was to endeavor to obtain the earliest information, by means of telegraph, of any bodies that appeared, and then despatch the Water Police boats for their recovery.

On Monday, I was apprised of the recovery of a female child and the remains of another, and the police were sent to bring them up to Sydney.

I now beg to submit the report of the investigation instigated by me, as to the efficiency of the look-out kept at the Heads on the night of the awful catastrophe.

Upon examination I found that five men were stationed, as usual, in the Signal Tower, and that they kept a strict watch of two hours each from sunset to sunrise. The night was intensely dark and rainy, with heavy gale blowing dead shore on. At midnight the keeper of the tower informed the superintendent by his trumpet-barking. He was then sententiously sent up to the lantern, and found the keeper at his post in the act of trimming the lights. About this time the gale was blowing most furiously in guy-vane from E. by S. E.N.E. It was impossible to see any object a few yards distant, and the roar of wind and sea rendered their own voices almost inaudible; the wind was so fearfully violent as to alarm the keeper for the safety of the Lighthouse. Under such circumstances it would have been impossible for them to have become acquainted with the dreadful tragedy that was enacted at their very feet. The first intimation of the wreck was observed by the Pilot at the "Gap," when daylight broke and discovered the fragments of the ship.

At 7 p.m., I obtained information that portions of the wreck and some human bodies were recovered at Middle Harbour, which would establish the locality of the wreck. I proceeded to the North Shore, and there obtained information of the recovery of a mail bag, marked "Mail Bag No. 2, 'Dunbar,'" Plymouth, May 29." This, and other articles convinced me that the unfortunate ship was the Dunbar, of and from London. With this intelligence I proceeded to Sydney, and informed the press and the government, and the agents of the ship, and several private individuals who were known to have friends on board.

At 10:30 a.m., I informed the General of Police, and obtained from an examination of the locality of the wreck, and through him communicated to the Coroner that I would have a steamer ready the next morning to convey the shells for the bodies, and the police to search the shore for any who might be still undiscovered, either living dead.

On Saturday, August 22nd, having chartered the steamer "Black Swan," I embarked the shells for the bodies, Captain McLeiry, Inspector-General of Police, and his force, Captain R. N. Scott, Warder, and of the Life-boat, and Navigation Board, and a very large party, the friends of the shipwrecked sufferers, who were anxious to examine the bodies of the dead for the purpose of identification. I may here remark that I experienced the greatest difficulty in restraining the people assembled on the Quay from overcrowding the steamer, and that, notwithstanding the invaluable services of Captain McLeiry and his force, too many forced themselves on board for the safety of the steamer in the gale. The gale of the previous day having moderated, I intended first to have gone outside and coasted the cliffs along to see if any survivors were still left, but on arriving at the Heads I found the sea still heavy enough to endanger the safety of the steamer, and the necessity of doing so being less imperative, as the steamer Washington was then outside on a similar service, although her size and draught of water prevented her approaching so close to shore as I could do. The gale was very strong, and had engaged. I therefore desisted to defer the survey of the coast till the sea had subsided, which would enable me to approach sufficiently close to leave no possibility of any further exertion until the morrow.

At 7 p.m., I obtained information that portions of the wreck and some human bodies were recovered at Middle Harbour, which would establish the locality of the wreck. I proceeded to the North Shore, and there obtained information of the recovery of a mail bag, marked "Mail Bag No. 2, 'Dunbar,'" Plymouth, May 29." This, and other articles convinced me that the unfortunate ship was the Dunbar, of and from London. With this intelligence I proceeded to Sydney, and informed the press and the government, and the agents of the ship, and several private individuals who were known to have friends on board.

At 10:30 a.m., I informed the General of Police,

make still further search on the morrow. I discharged the steam and crew at 9:30 p.m.

Sunday, August 23rd.—Having reported my proceedings to the honorable the Minister for Finance and Trade, I proceeded on board the steamer Black Swan, and embarked Captain McLeiry, and his force, the City Water Police, and with their crews, who were in charge of a Harbour-Master assistant, I again proceeded down the harbour, landing detachments of the police at all available spots, to walk round and examine all the crannies and holes capable of containing the remains of the shipwrecked people. Leaving Water Police boats to follow the searching parties on shore, I proceeded to Watson's Bay, and took board the steamer "Black Swan," the only survivor from the wreck. Captain McLeiry, and his force examined the cliffs closely for the remains of a body reported to be lying on shore here, but saw none. The police were despatched to the "Gap," to preserve order and recover the remains of the bodies as they appeared, and to deposit them in shells left for the purpose—Captain McLeiry promising to remunerate any one actively engaged in the recovery of the bodies. From this time I again proceeded up Middle Harbour a considerable distance, and examined all the rocks and shore close to both land and water, bathe, and port holes. At Manly Beach it was reported that some corpses were lying buried under the heap of wrecks in North Harbour; Captain McLeiry and Dr. Alleyne (who, I beg to state, joined our exploring party early in the morning), and myself, proceeded in the boat and minutely examined on foot all round North Harbour, but discovered nothing but wrecks splintered and broken giving evidence of the violence of the sea that had then overtaken us. Captain McLeiry leaving a party of police to remain on board, and there embarked the remains of the bodies recovered at the "Gap" during the day, and from thence proceeded to Sydney and deposited them in the dead-house at the Water Police Station, at 8 p.m., when held conference with Captain McLeiry, and others, as to the necessity of making an effort to find the survivors, and, as far as possible, to remove them to safety. We had been informed that it was impossible, from the violence of the gale, to get a sufficient number of men to descend the cliff from a vessel outside, I sent my boat, with the Deputy Harbour-Master and Harbour-Master Assistant, to examine the harbour as far as it was practicable for their own safety to venture, and, ascertained if there were any bodies, or clue to the wreck, obtainable, leaving instructions with the pilots to keep up a vigilant watch for the recovery of the sufferers, and with the superintendent of the Lighthouses and Signal Station to record my immediate and further information, which might be procured and published, notice of reward to any one, not in the employ of the Government, of three pounds for the first information that would lead to the identity of the wrecked vessel, for which identification I had offered a reward.

At 8 p.m., I then held conference with Captain McLeiry, and others, as to the necessity of making an effort to find the survivors, and, as far as possible, to remove them to safety. We had been informed that it was impossible, from the violence of the gale, to get a sufficient number of men to descend the cliff from a vessel outside, I sent my boat, with the Deputy Harbour-Master and Harbour-Master Assistant, to examine the harbour as far as it was practicable for their own safety to venture, and, ascertained if there were any bodies, or clue to the wreck, obtainable, leaving instructions with the pilots to keep up a vigilant watch for the recovery of the sufferers, and with the superintendent of the Lighthouses and Signal Station to record my immediate and further information, which might be procured and published, notice of reward to any one, not in the employ of the Government, of three pounds for the first information that would lead to the identity of the wrecked vessel, for which identification I had offered a reward.

At 8 p.m., I then held conference with Captain McLeiry, and others, as to the necessity of making an effort to find the survivors, and, as far as possible, to remove them to safety. We had been informed that it was impossible, from the violence of the gale, to get a sufficient number of men to descend the cliff from a vessel outside, I sent my boat, with the Deputy Harbour-Master and Harbour-Master Assistant, to examine the harbour as far as it was practicable for their own safety to venture, and, ascertained if there were any bodies, or clue to the wreck, obtainable, leaving instructions with the pilots to keep up a vigilant watch for the recovery of the sufferers, and with the superintendent of the Lighthouses and Signal Station to record my immediate and further information, which might be procured and published, notice of reward to any one, not in the employ of the Government, of three pounds for the first information that would lead to the identity of the wrecked vessel, for which identification I had offered a reward.

At 8 p.m., I then held conference with Captain McLeiry, and others, as to the necessity of making an effort to find the survivors, and, as far as possible, to remove them to safety. We had been informed that it was impossible, from the violence of the gale, to get a sufficient number of men to descend the cliff from a vessel outside, I sent my boat, with the Deputy Harbour-Master and Harbour-Master Assistant, to examine the harbour as far as it was practicable for their own safety to venture, and, ascertained if there were any bodies, or clue to the wreck, obtainable, leaving instructions with the pilots to keep up a vigilant watch for the recovery of the sufferers, and with the superintendent of the Lighthouses and Signal Station to record my immediate and further information, which might be procured and published, notice of reward to any one, not in the employ of the Government, of three pounds for the first information that would lead to the identity of the wrecked vessel, for which identification I had offered a reward.

At 8 p.m., I then held conference with Captain McLeiry, and others, as to the necessity of making an effort to find the survivors, and, as far as possible, to remove them to safety. We had been informed that it was impossible, from the violence of the gale, to get a sufficient number of men to descend the cliff from a vessel outside, I sent my boat, with the Deputy Harbour-Master and Harbour-Master Assistant, to examine the harbour as far as it was practicable for their own safety to venture, and, ascertained if there were any bodies, or clue to the wreck, obtainable, leaving instructions with the pilots to keep up a vigilant watch for the recovery of the sufferers, and with the superintendent of the Lighthouses and Signal Station to record my immediate and further information, which might be procured and published, notice of reward to any one, not in the employ of the Government, of three pounds for the first information that would lead to the identity of the wrecked vessel, for which identification I had offered a reward.

At 8 p.m., I then held conference with Captain McLeiry, and others, as to the necessity of making an effort to find the survivors, and, as far as possible, to remove them to safety. We had been informed that it was impossible, from the violence of the gale, to get a sufficient number of men to descend the cliff from a vessel outside, I sent my boat, with the Deputy Harbour-Master and Harbour-Master Assistant, to examine the harbour as far as it was practicable for their own safety to venture, and, ascertained if there were any bodies, or clue to the wreck, obtainable, leaving instructions with the pilots to keep up a vigilant watch for the recovery of the sufferers, and with the superintendent of the Lighthouses and Signal Station to record my immediate and further information, which might be procured and published, notice of reward to any one, not in the employ of the Government, of three pounds for the first information that would lead to the identity of the wrecked vessel, for which identification I had offered a reward.

At 8 p.m., I then held conference with Captain McLeiry, and others, as to the necessity of making an effort to find the survivors, and, as far as possible, to remove them to safety. We had been informed that it was impossible, from the violence of the gale, to get a sufficient number of men to descend the cliff from a vessel outside, I sent my boat, with the Deputy Harbour-Master and Harbour-Master Assistant, to examine the harbour as far as it was practicable for their own safety to venture, and, ascertained if there were any bodies, or clue to the wreck, obtainable, leaving instructions with the pilots to keep up a vigilant watch for the recovery of the sufferers, and with the superintendent of the Lighthouses and Signal Station to record my immediate and further information, which might be procured and published, notice of reward to any one, not in the employ of the Government, of three pounds for the first information that would lead to the identity of the wrecked vessel, for which identification I had offered a reward.

At 8 p.m., I then held conference with Captain McLeiry, and others, as to the necessity of making an effort to find the survivors, and, as far as possible, to remove them to safety. We had been informed that it was impossible, from the violence of the gale, to get a sufficient number of men to descend the cliff from a vessel outside, I sent my boat, with the Deputy Harbour-Master and Harbour-Master Assistant, to examine the harbour as far as it was practicable for their own safety to venture, and, ascertained if there were any bodies, or clue to the wreck, obtainable, leaving instructions with the pilots to keep up a vigilant watch for the recovery of the sufferers, and with the superintendent of the Lighthouses and Signal Station to record my immediate and further information, which might be procured and published, notice of reward to any one, not in the employ of the Government, of three pounds for the first information that would lead to the identity of the wrecked vessel, for which identification I had offered a reward.

At 8 p.m., I then held conference with Captain McLeiry, and others, as to the necessity of making an effort to find the survivors, and, as far as possible, to remove them to safety. We had been informed that it was impossible, from the violence of the gale, to get a sufficient number of men to descend the cliff from a vessel outside, I sent my boat, with the Deputy Harbour-Master and Harbour-Master Assistant, to examine the harbour as far as it was practicable for their own safety to venture, and, ascertained if there were any bodies, or clue to the wreck, obtainable, leaving instructions with the pilots to keep up a vigilant watch for the recovery of the sufferers, and with the superintendent of the Lighthouses and Signal Station to record my immediate and further information, which might be procured and published, notice of reward to any one, not in the employ of the Government, of three pounds for the first information that would lead to the identity of the wrecked vessel, for which identification I had offered a reward.

At 8 p.m., I then held conference with Captain McLeiry, and others, as to the necessity of making an effort to find the survivors, and, as far as possible, to remove them to safety. We had been informed that it was impossible, from the violence of the gale, to get a sufficient number of men to descend the cliff from a vessel outside, I sent my boat, with the Deputy Harbour-Master and Harbour-Master Assistant, to examine the harbour as far as it was practicable for their own safety to venture, and, ascertained if there were any bodies, or clue to the wreck, obtainable, leaving instructions with the pilots to keep up a vigilant watch for the recovery of the sufferers, and with the superintendent of the Lighthouses and Signal Station to record my immediate and further information, which might be procured and published, notice of reward to any one, not in the employ of the Government, of three pounds for the first information that would lead to the identity of the wrecked vessel, for which identification I had offered a reward.

At 8 p.m., I then held conference with Captain McLeiry, and others, as to the necessity of making an effort to find the survivors, and, as far as possible, to remove them to safety. We had been informed that it was impossible, from the violence of the gale, to get a sufficient number of men to descend the cliff from a vessel outside, I sent my boat, with the Deputy Harbour-Master and Harbour-Master Assistant, to examine the harbour as far as it was practicable for their own safety to venture, and, ascertained if there were any bodies, or clue to the wreck, obtainable, leaving instructions with the pilots to keep up a vigilant watch for the recovery of the sufferers, and with the superintendent of the Lighthouses and Signal Station to record my immediate and further information, which might be procured and published, notice of reward to any one, not in the employ of the Government, of three pounds for the first information that would lead to the identity of the wrecked vessel, for which identification I had offered a reward.

At 8 p.m., I then held conference with Captain McLeiry, and others, as to the necessity of making an effort to find the survivors, and, as far as possible, to remove them to safety. We had been informed that it was impossible, from the violence of the gale, to get a sufficient number of men to descend the cliff from a vessel outside, I sent my boat, with the Deputy Harbour-Master and Harbour-Master Assistant, to examine the harbour as far as it was practicable for their own safety to venture, and, ascertained if there were any bodies, or clue to the wreck, obtainable, leaving instructions with the pilots to keep up a vigilant watch for the recovery of the sufferers, and with the superintendent of the Lighthouses and Signal Station to record my immediate and further information, which might be procured and published, notice of reward to any one, not in the employ of the Government, of three pounds for the first information that would lead to the identity of the wrecked vessel, for which identification I had offered a reward.

At 8 p.m., I then held conference with Captain McLeiry, and others, as to the necessity of making an effort to find the survivors, and, as far as possible, to remove them to safety. We had been informed that it was impossible, from the violence of the gale, to get a sufficient number of men to descend the cliff from a vessel outside, I sent my boat, with the Deputy Harbour-Master and Harbour-Master Assistant, to examine the harbour as far as it was practicable for their own safety to venture, and, ascertained if there were any bodies, or clue to the wreck, obtainable, leaving instructions with the pilots to keep up a vigilant watch for the recovery of the sufferers, and with the superintendent of the Lighthouses and Signal Station to record my immediate and further information, which might be procured and published, notice of reward to any one, not in the employ of the Government, of three pounds for the first information that would lead to the identity of the wrecked vessel, for which identification I had offered a reward.

At 8 p.m., I then held conference with Captain McLeiry, and others, as to the necessity of making an effort to find the survivors, and, as far as possible, to remove them to safety. We had been informed that it was impossible, from the violence of the gale, to get a sufficient number of men to descend the cliff from a vessel outside, I sent my boat, with the Deputy Harbour-Master and Harbour-Master Assistant, to examine the harbour as far as it was practicable for their own safety to venture, and, ascertained if there were any bodies, or clue to the wreck, obtainable, leaving instructions with the pilots to keep up a vigilant watch for the recovery of the sufferers, and with the superintendent of the Lighthouses and Signal Station to record my immediate and further information, which might be procured and published, notice of reward to any one, not in the employ of the Government, of three pounds for the first information that would lead to the identity of the wrecked vessel, for which identification I had offered a reward.

At 8 p.m., I then held conference with Captain McLeiry, and others, as to the necessity of making an effort to find the survivors, and, as far as possible, to remove them to safety. We had been informed that it was impossible, from the violence of the gale, to get a sufficient number of men to descend the cliff from a vessel outside, I sent my boat, with the Deputy Harbour-Master and Harbour-Master Assistant, to examine the harbour as far as it was practicable for their own safety to venture, and, ascertained if there were any bodies, or clue to the wreck, obtainable, leaving instructions with the pilots to keep up a vigilant watch for the recovery of the sufferers, and with the superintendent of the Lighthouses and Signal Station to record my immediate and further information, which might be procured and published, notice of reward to any one, not in the employ of the Government, of three pounds for the first information that would lead to the identity of the wrecked vessel, for which identification I had offered a reward.

At 8 p.m., I then held conference with Captain McLeiry, and others, as to the necessity of making an effort to find the survivors, and, as far as possible, to remove them to safety. We had been informed that it was impossible, from the violence of the gale, to get a sufficient number of men to descend the cliff from a vessel outside, I sent my boat, with the Deputy Harbour-Master and Harbour-Master Assistant, to examine the harbour as far as it was practicable for their own safety to venture, and, ascertained if there were any bodies, or clue to the wreck, obtainable, leaving instructions with the pilots to keep up a vigilant watch for the recovery of the sufferers, and with the superintendent of the Lighthouses and Signal Station to record my immediate and further information, which might be procured and published, notice of reward to any one, not in the employ of the Government, of three pounds for the first information that would lead to the identity of the wrecked vessel, for which identification I had offered a reward.

At 8 p.m., I then held conference with Captain McLeiry, and others, as to the necessity of making an effort to find the survivors, and, as far as possible, to remove them to safety. We had been informed that it was impossible, from the violence of the gale, to get a sufficient number of men to descend the cliff from a vessel outside, I sent my boat, with the Deputy Harbour-Master and Harbour-Master Assistant, to examine the harbour as far as it was practicable for their own safety to venture, and, ascertained if there were any bodies, or clue to the wreck, obtainable, leaving instructions with the pilots to keep up a vigilant watch for the recovery of the sufferers, and with the superintendent of the Lighthouses and Signal Station to record my immediate and further information, which might be procured and published, notice of reward to any one, not in the employ of the Government, of three pounds for the first information that would lead to the identity of the wrecked vessel, for which identification I had offered a reward.

At 8 p.m., I then held conference with Captain McLeiry, and others, as to the necessity of making an effort to find the survivors, and, as far as possible, to remove them to safety. We had been informed that it was impossible, from the violence of the gale, to get a sufficient number of men to descend the cliff from a vessel outside, I sent my boat, with the Deputy Harbour-Master and Harbour-Master Assistant, to examine the harbour as far as it was practicable for their own safety to venture, and, ascertained if there were any bodies, or clue to the wreck, obtainable, leaving instructions with the pilots to keep up a vigilant watch for the recovery of the sufferers, and with the superintendent of the Lighthouses and Signal Station to record my immediate and further information, which might be procured and published, notice of reward to any one, not in the employ of the Government, of three pounds for the first information that would lead to the identity of the wrecked vessel, for which identification I had offered a reward.

At 8 p.m., I then held conference with Captain McLeiry, and others, as to the necessity of making an effort to find the survivors, and, as far as possible, to remove them to safety. We had been informed that it was impossible, from the violence of the gale, to get a sufficient number of men to descend the cliff from a vessel outside, I sent my boat, with the Deputy Harbour-Master and Harbour-Master Assistant, to examine the harbour as far as it was practicable for their own safety to venture, and, ascertained if there were any bodies, or clue to the wreck, obtainable, leaving instructions with the pilots to keep up a vigilant watch for the recovery of the sufferers, and with the superintendent of the Lighthouses and Signal Station to record my immediate and further information, which might be procured and published, notice of reward to any one, not in the employ of the Government, of three pounds for the first information that would lead to the identity of the wrecked vessel, for which identification I had offered a reward.

At 8 p.m., I then held conference with Captain McLeiry, and others, as to the necessity of making an effort to find the survivors, and, as far as possible, to remove them to safety. We had been informed that it was impossible

has declined in a manner likely to attract the bidders, and ticket the benners which have been borne by the Earls of Shrewsbury in the heat of battle, or waved at the coronation of our kings. Let them place in the best light the massive armour of the renowned John Talbot, the suit in which he fought his way through France by the side of stout John Fauconbridge, he who entered it into the Arc, and did more than all others now, and the poetical associations of an entire line go for naught, for the last heir male of the Shrewsburys has been laid at rest for ever, and the "magnificent effects" of Alton Towers are for sale.

REVIEW.

(From the Spectator.)

Memoirs and Adventures of Felice Orsini, written by Himself; containing Unpublished State Papers of the Roman Court. Translated from the Original Manuscript, by George Carbonell. Published by Constable, Edinburgh: Hamilton and Adams, London.

The escape of Felice Orsini from the Austrian dungeon at Mantua, about a year ago, and the volume he subsequently published descriptive of his captivity, have rendered his name familiar to the British public. In the autobiography before us he narrates the whole of his career, from his boyish days until his last arrival in England. The story is somewhat curiously told, except in its political or conspiratorial details, but there is a matter-of-fact interest in the pictures of Italian family life among what in England would be called the middle classes. There is something of a dramatic character in the self-willed boy, struggling against priests, Jesuits, and the narrow ways they would impose upon him, but learning more willingly under a freer system of tuition, and stimulated to self-teaching when contact with well-educated men excited his emulation. The great feature of the Memoirs is its picture of the Italian Liberal conspirator and the modern Italian conspiracy. From his youth Orsini was engaged in plots and risings to free Italy from the foreigner; nor did he confine his aspirations to Italian freedom. On Louis Philippe's occupation of Rome after the Revolution of July, 1830, Orsini, then scarcely in his teens, ran away from school to volunteer in the French liberating army; but was caught and brought back. In 1843, he started from Flora to join an abortive Spanish insurrection at Barcelona, which Espartero put down by bombardment; but, luckily for Orsini, his scheme was stopped for want of a ship; and in the beginning of September blood was shed in a cowardly manner in the noble city of Bologna.

"The Government took no notice of these proceedings, or it would not have been difficult to seize the malcontents; for, although its authority was much diminished, it would have found all honest men come to its aid. One man with a good mind and resolution into so many hands. Nothing was gained in the eyes of these assassins; neither liberalism, nor virtue, nor innocence, nor childhood, nor old age; and at last honest men began to make up their minds to put a stop to these atrocities, seeing that the Papal Government paid no attention to their remonstrances. Impunity from crime is encouragement to the wicked; Pistoia, Siena, and Ancona followed the example, and assassinations were committed at the end of October; and in the beginning of September blood was shed in a cowardly manner in the noble city of Bologna.

"The Government took no notice of these proceedings, or it would not have been difficult to seize the malcontents; for, although its authority was much diminished, it would have found all honest men come to its aid. One man with a good mind and resolution into so many hands. Nothing was gained in the eyes of these assassins; neither liberalism, nor virtue, nor innocence, nor childhood, nor old age; and at last honest men began to make up their minds to put a stop to these atrocities, seeing that the Papal Government paid no attention to their remonstrances. Impunity from crime is encouragement to the wicked; Pistoia, Siena, and Ancona followed the example, and assassinations were committed at the end of October; and in the beginning of September blood was shed in a cowardly manner in the noble city of Bologna.

"But the Roman Court was occupied with other matters; it was plotting how it could most conveniently abandon that which it had itself created in Italy; how it could destroy the nation's cause."

Orsini's success in stopping the disorders at Ancona by decisive methods, which some of the people might think almost as bad as the disease, induced the Triumvirate to send him to Ascoli; where things were as bad or worse. An attack upon the Austrians resulted in defeat; Orsini had a project of his own for entering the Austrian service, with the intention of using his position as an officer of the Austrians to get up "a propaganda in the Italian regiments," Mazzini drew up the following scheme, which it stands scarce: neither more nor less than a design of assassinating the Austrian officers:

"Organise a company of death, like our fathers of the Lombard League. Let eighty young, robust, and decided, selected from amongst yourselves, and the most prudent of the populace, vow with a terrible oath."

"Let these eighty be separated, organised in groups of three, or at the most of five, under the orders of three, or four, or five, or six, or seven, or eight groups known to you; let them promise silence, prudence, and fidelity; let them avoid every occasion of collecting together, of quarrelling, and let them be considered in Italy as men Manage to arm them with dangers, not before the day of action; those who have arms should deposit them until that day: some misfortune unthought of might overtake them and reveal the weapon, which would suffice to raise suspicion.

"A safe man amongst you should consecrate himself to you, to observe the habitation of the general, and of the principal officers, heads of the staff, commandant of the artillery, &c., and their habits, especially at the hours when the greater part of the officers are thoughtlessly out, and the operation might happen simultaneously. Two or three decided men should serve for each of these important officers; twenty for all; thirty for the officers; and the other frequented by the officers; thirty for the officers; or for any other point to be selected, suggested by the circumstances in the place."

"When the Austrian army has lost its officers it is lost."

"The people should be cared for, maintained well, kept in good humour, and organized as much as possible; but the project of the officers' vespers must be kept entirely secret."

A variety of documents of the Roman Court, which "we became possessed of during the Roman Revolution of 1848-'49," are published in an appendix, with illustrative notes by Orsini. They throw some light on the Papal system of rule, and its methods of general and priestly espionage.

whence I sent a despatch to Fontana. I caused food to be prepared for Ricci and his companions; and I then, armed and ready to bring the food, took aboard the young men with the arms and cutlery in miles in the offing: my intention was to make the attempt in the evening. I paid Captain Calafati beforehand two hundred francs for this service, and he departed with the food at about eight in the morning. Half an hour afterwards he arrived at the spot where the arms were deposited, and witnessed the flight of the young men across the mountains. It happened to be the case, that some of the young men had been captured by the police, and a corporal and two soldiers went after him in a boat. The young men who were there, seeing the coast guard, made a movement; and the corporal not knowing what to make of the affair, had recourse to a stratagem, and cried out, "Rifles to the centre!" At these words the young men fled, and the coast guard landed. News was immediately sent to Spezia and Genoa: troops made their appearance on all sides, and the news was carried off."

"The captain went off with two hundred francs, which he never afterwards gave any account of."

When Mazzini's projects were so far realized as to attain what the Americans call an "action," then involved the destruction of many concerned in them, who, however rash, were at all events patriotic in their aspirations and enthusiastic in their sentiments. And this without any effect: the failure frightened some, the imprudence of the proceeding disgusted many; while the necessity of acquainting numbers with some portion of the scheme entailed certain discovery. When Orsini was arrested the last time, he found that the Austrians were not only in possession of his plans but of his movements and proceedings. Allowance is to be made for high-spirited men smirking under the degradation of foreign yoke and suffering from its tyranny, yet the projects of the Italian republicans cannot always be justified. Orsini when at Vienna had a project of his own for entering the Austrian service, with the intention of using his position as an officer of the Austrians to get up "a propaganda in the Italian regiments," Mazzini drew up the following scheme, which it stands scarce: neither more nor less than a design of assassinating the Austrian officers:

"Organise a company of death, like our fathers of the Lombard League. Let eighty young, robust, and decided, selected from amongst yourselves, and the most prudent of the populace, vow with a terrible oath."

"Let these eighty be separated, organised in groups of three, or at the most of five, under the orders of the general, and of the principal officers, heads of the staff, commandant of the artillery, &c., and their habits, especially at the hours when the greater part of the officers are thoughtlessly out, and the operation might happen simultaneously. Two or three decided men should serve for each of these important officers; twenty for all; thirty for the officers; and the other frequented by the officers; thirty for the officers; or for any other point to be selected, suggested by the circumstances in the place."

"When the Austrian army has lost its officers it is lost."

"The people should be cared for, maintained well, kept in good humour, and organized as much as possible; but the project of the officers' vespers must be kept entirely secret."

A variety of documents of the Roman Court, which "we became possessed of during the Roman Revolution of 1848-'49," are published in an appendix, with illustrative notes by Orsini. They throw some light on the Papal system of rule, and its methods of general and priestly espionage.

The subsequent career of Orsini strikes us as being the most remarkable part of his life. It exhibits a type of the Italian Republican of the extreme school; and we must confess, does not leave upon the mind a very favourable impression as to the political prudence, not to say political conscience, of the class. Becoming a confidential agent of Mazzini, the autobiographer was continually busy in plots and conspiracies. Sometimes these were mere abortions that perished with the effort to give them birth. Sometimes they failed egregiously, either from imperfect instruments, insufficient means, or the impossibility of carrying out even better planned arrangements, when the plan must be settled by persons in uncertain communication with one another; and the execution depends upon the punctuality of men not trained to punctuality, upon the accident of winds, waves, and weather, and upon all the contortions that mark clandestine proceedings, including the necessity of avoiding the presence of a superior enemy who was everywhere. One of Orsini's first efforts under Mazzini's direction was to attempt a revolution in Modena; which, even had it succeeded so far as the Modenesi were concerned, would at once have been put down by foreign forces. To accomplish this undertaking, they appear to have had a few arms and several leaders, relying upon what volunteers they could raise. Some dozen emigrants went by land to stir up the people. Orsini was to convey the arms by sea from Genoa. The first mishap was the weather. The wind blew, the sea was rough, and a common voyage of ten hours took five days. What is curious is curiously dry told, but it only requires a little more lightness of manner to read like a farce; when we remember that the business in hand was to revolutionize a state, with a view to liberate Italy from the Pope and the foreigner.

"It was arranged that however long our voyage might be delayed, one of Ricci's men should remain on the look-out for our vessel, and that the captain, according to a preconcerted signal, should sail to and from with a light exposed, between Porto Venere and Valton Bridge. This signal was given to him, and he sailed from Valton Bridge the same night, having no idea of the danger he was in. But there was none. Friends and myself left him in London to command the expedition, but the captain refused to dismember them, fearing the Sardinian coast-guards. They then decided upon swimming; when the captain was prevailed upon to put them ashore by means of a small boat. I remained on board of Porto Venere. The following morning the coast-guard came and sent to Ricci; and returned to me with the information that on the evening of the same day Ricci would come with the arms to carry them to the destined spot, that Fontana and that others were in Massa making preparations, and that there was a public rumour of the movement.

"In the evening we again put to sea, and saw two boats approach exchanging with us the signals agreed upon, and then the chest of arms were cast overboard, and the vessel had towed the boat some distance beyond the limits of its own corps. Captains and subalterns did their duty if their companies were in good order, and commanding officers if the battalion generally was in a proper state of discipline and efficiency. Nor can it be denied that these conditions were usually fulfilled. Our regimental organization was admirable. If some officers were foolishly or frivolously inclined, others were well disposed to such practical studies as came under their notice, and the regiments of the army, regarded as units, displayed an appearance of promise which was not falsified by the test of actual service.

The great fault, however, of this system was to be found in the fact that, whereas officers with more extensive capacities were required in the general organization of an army, the only practical school for them was in that very rigid military system the scope of which was so confined. If, besides the several battalions of an army, there was another corps totally distinct in its origin and character, which could be always relied upon for administration and guidance, the case would be different, but this, in reality, can never occur.

Nominally, indeed, a "Staff Corps" may be maintained for these very duties, and may be organized apart from the rest, but it must be composed, after all, of military officers—of those very men who, when not selected for this purpose, must be engaged in ordinary service. There can be no permanent or essential separation between officers of the Line and officers of the Staff. The latter must be made out of the same material which supplies the

former. All alike are officers of the Army, engaged to be prepared for Ricci and his companions; and I then, armed and ready to bring the food, took aboard the young men with the arms and cutlery in miles in the offing: my intention was to make the attempt in the evening. I paid Captain Calafati beforehand two hundred francs for this service, and he departed with the food at about eight in the morning. Half an hour afterwards he arrived at the spot where the arms were deposited, and witnessed the flight of the young men across the mountains. It happened to be the case, that some of the young men had been captured by the police, and a corporal and two soldiers went after him in a boat. The young men who were there, seeing the coast guard, made a movement; and the corporal not knowing what to make of the affair, had recourse to a stratagem, and cried out, "Rifles to the centre!" At these words the young men fled, and the coast guard landed. News was immediately sent to Spezia and Genoa: troops made their appearance on all sides, and the news was carried off."

"The captain went off with two hundred francs, which he never afterwards gave any account of."

"During the latter years of the pontificate of Gregory XVI., and the first years of Pius IX., political homicides multiplied fearfully; but as we always find it to be the case, when crime becomes habitual and the passions have full latitude, many innocent persons were destroyed to gratify private hatred, or interest; persons who did not interfere in the least in political affairs.

"During the months of January, February, and March of 1848, a society of young men in the towns of Imola and Forlì threw many families into mourning; one day slaying father, another day son or a brother. Their excuse was that they desired to eradicate every vestige of the Papal 'Centralization' and 'Conservatism.' All those who were responsible in the reforms of Pius Ninth, and the other Italian Princes. But in reality these were cruel and ferocious men, who possessed that thirst for blood which they detested so much in the equally guilty 'Centurion,' so favoured by the Pope. Amongst these young men there were some who, from a wrong principle or from bad example, were induced to believe that they were really more or less the last to be slain. One who had caused misery and desolation into so many homes. Nothing was gained in the eyes of these assassins; neither liberalism, nor virtue, nor innocence, nor childhood, nor old age; and at last honest men began to make up their minds to put a stop to these atrocities, seeing that the Papal Government paid no attention to their remonstrances. Impunity from crime is encouragement to the wicked; Pistoia, Siena, and Ancona followed the example, and assassinations were committed at the end of October; and in the beginning of September blood was shed in a cowardly manner in the noble city of Bologna.

"The Government took no notice of these proceedings, or it would not have been difficult to seize the malcontents; for, although its authority was much diminished, it would have found all honest men come to its aid. One man with a good mind and resolution into so many hands. Nothing was gained in the eyes of these assassins; neither liberalism, nor virtue, nor innocence, nor childhood, nor old age; and at last honest men began to make up their minds to put a stop to these atrocities, seeing that the Papal Government paid no attention to their remonstrances. Impunity from crime is encouragement to the wicked; Pistoia, Siena, and Ancona followed the example, and assassinations were committed at the end of October; and in the beginning of September blood was shed in a cowardly manner in the noble city of Bologna.

"But the Roman Court was occupied with other matters; it was plotting how it could most conveniently abandon that which it had itself created in Italy; how it could destroy the nation's cause."

"The people should be cared for, maintained well,

kept in good humour, and organized as much as possible; but the project of the officers' vespers must be kept entirely secret."

A more plausible ground of depreciation may be discovered in the idea that war is not one of the sciences which mere book learning can ever teach, and that it is possible for a man to pass a very good examination and yet make a very indifferent officer. In a certain sense this is true. Military excellence does require qualifications which are not to be gathered from study; but if it follows to extremes it will be too widely circulated.

"Organise a company of death, like our fathers of the Lombard League. Let eighty young, robust, and decided, selected from amongst yourselves, and the most prudent of the populace, vow with a terrible oath:

"Let these eighty be separated, organised in groups of three, or at the most of five, under the orders of the general, and of the principal officers, heads of the staff, commandant of the artillery, &c., and their habits, especially at the hours when the greater part of the officers are thoughtlessly out, and the operation might happen simultaneously. Two or three decided men should serve for each of these important officers; twenty for all; thirty for the officers; and the other frequented by the officers; thirty for the officers; or for any other point to be selected, suggested by the circumstances in the place."

"When the Austrian army has lost its officers it is lost."

"The people should be cared for, maintained well,

kept in good humour, and organized as much as possible; but the project of the officers' vespers must be kept entirely secret."

A variety of documents of the Roman Court, which "we became possessed of during the Roman Revolution of 1848-'49," are published in an appendix, with illustrative notes by Orsini. They throw some light on the Papal system of rule, and its methods of general and priestly espionage.

The subsequent career of Orsini strikes us as being the most remarkable part of his life. It exhibits a type of the Italian Republican of the extreme school; and we must confess, does not leave upon the mind a very favourable impression as to the political prudence, not to say political conscience, of the class. Becoming a confidential agent of Mazzini, the autobiographer was continually busy in plots and conspiracies. Sometimes these were mere abortions that perished with the effort to give them birth. Sometimes they failed egregiously, either from imperfect instruments, insufficient means, or the impossibility of carrying out even better planned arrangements, when the plan must be settled by persons in uncertain communication with one another; and the execution depends upon the punctuality of men not trained to punctuality, upon the accident of winds, waves, and weather, and upon all the contortions that mark clandestine proceedings, including the necessity of avoiding the presence of a superior enemy who was everywhere. One of Orsini's first efforts under Mazzini's direction was to attempt a revolution in Modena; which, even had it succeeded so far as the Modenesi were concerned, would at once have been put down by foreign forces. To accomplish this undertaking, they appear to have had a few arms and several leaders, relying upon what volunteers they could raise. Some dozen emigrants went by land to stir up the people. Orsini was to convey the arms by sea from Genoa. The first mishap was the weather. The wind blew, the sea was rough, and a common voyage of ten hours took five days. What is curious is curiously dry told, but it only requires a little more lightness of manner to read like a farce; when we remember that the business in hand was to revolutionize a state, with a view to liberate Italy from the Pope and the foreigner.

"It was arranged that however long our voyage might be delayed, one of Ricci's men should remain on the look-out for our vessel, and that the captain, according to a preconcerted signal, should sail to and from with a light exposed, between Porto Venere and Valton Bridge. This signal was given to him, and he sailed from Valton Bridge the same night, having no idea of the danger he was in. But there was none. Friends and myself left him in London to command the expedition, but the captain refused to dismember them, fearing the Sardinian coast-guards. They then decided upon swimming; when the captain was prevailed upon to put them ashore by means of a small boat. I remained on board of Porto Venere. The following morning the coast-guard came and sent to Ricci; and returned to me with the information that on the evening of the same day Ricci would come with the arms to carry them to the destined spot, that Fontana and that others were in Massa making preparations, and that there was a public rumour of the movement.

"In the evening we again put to sea, and saw two

boats approach exchanging with us the signals agreed upon, and then the chest of arms were cast overboard, and the vessel had towed the boat some distance

beyond the limits of its own corps. Captains and subalterns did their duty if their companies were in good order, and commanding officers if the battalion generally

was in a proper state of discipline and efficiency. Nor can it be denied that these conditions were usually fulfilled. Our regimental organization was admirable. If some officers were foolishly or frivolously inclined, others were well

disposed to such practical studies as came under their notice, and the regiments of the army, regarded as units, displayed an

appearance of promise which was not falsified by the test of actual service.

What, indeed, after all, is the end, purpose, and meaning of Military Education? It is

nothing but the training by which a soldier may be enabled to make the most of his means.

A discipline and equipment make soldiers more

powerful than other men, so military science will

make certain soldiers more powerful than other

soldiers. The art of war is that art which will

bring war to an end as soon as possible, which

will help to secure victory against odds, and

which will reduce to a minimum the sacrifice of

life incurred in the operation.

How, then, can such an art appear either unattractive or superfluous in the eyes of a soldier? We do not

believe that our officers—whatever may be their

position—are deterred by the mere aspect of

work. Men of birth and fortune will labour

fast enough under other conditions—at school,

at the Universities, at the Bar, or in Parliament.

To induce similar exertions in the Army, nothing

HOLLOWAY'S OINTMENT and PILLS, a certain cure for Scrofula or King's Evil.—Particulars of this awful disease should have immediate recourse to these invaluable medicines, as it is a well-known fact that many patients have been entirely cured by their use after every other remedy had failed. These pills have been prescribed to perfect health after being discontinued for years, & even, in heads, bad breath, and obnoxious sores; and there is no case, however desperate, but will yield to the united powers of these nostrums.

Sold at the establishment of Professor HOLLOWAY, Strand (near Temple Bar), London, and 80, Maiden-lane, New York; also, at all respectable druggists and medical men throughout America in medicines throughout the country, and in all parts of the globe.

N.B.—There is a considerable saving by taking the larger dose.

N.B.—Directions for the guidance of patients every disorder are affixed to each pot.

THE MEDICAL OFFICE OF THE MILLION.—Philosophy and art, and HOLLOWAY'S PILLS.

The blood is the life-staining element. It furnishes the components of flesh, bone, muscle, nerve, and integument. The stomach is its manufactory, the veins its distributors, and the intestines the channel through which the waste products of its production is expelled. Upon the stomach, the circulatory system, the bowels, these pills act simultaneously, relieving indigestion, purifying the fluids, and regulating the excretions.

THE NATIONAL COMPLAINT.

Dyspepsia is the most common disease among all classes in this country. It assumes a thousand shapes, and is the primary source of all the misery and unhappiness made; but whatever its type or symptoms, however obtrusive, parties at a distance can have them forwarded by post by enclosing stamps for the amount; when three powders or tinctures are required, free to any post town in the colony.

N.B.—Directions for the bowel, these pills act simultaneously, relieving indigestion, purifying the fluids, and regulating the excretions.

WATSON'S DRUG STORE.—244, Regent-street, London; and 80, Maiden-lane, New York; also, at all respectable druggists and dealers in medicines throughout the civilised world, at the following prices:—In 3d., 2d., 1d., and 6d. each.

There is a considerable saving by taking the larger dose.

N.B.—Directions for the guidance of patients every disorder are affixed to each pot.

THE MEDICAL OFFICE OF THE MILLION.—Philosophy and art, and HOLLOWAY'S PILLS.

The blood is the life-staining element. It furnishes the components of flesh, bone, muscle, nerve, and integument. The stomach is its manufactory, the veins its distributors, and the intestines the channel through which the waste products of its production is expelled. Upon the stomach, the circulatory system, the bowels, these pills act simultaneously, relieving indigestion, purifying the fluids, and regulating the excretions.

THE NATIONAL COMPLAINT.

Dyspepsia is the most common disease among all classes in this country. It assumes a thousand shapes, and is the primary source of all the misery and unhappiness made; but whatever its type or symptoms, however obtrusive, parties at a distance can have them forwarded by post by enclosing stamps for the amount; when three powders or tinctures are required, free to any post town in the colony.

N.B.—Directions for the bowel, these pills act simultaneously, relieving indigestion, purifying the fluids, and regulating the excretions.

THE NATIONAL COMPLAINT.

Dyspepsia is the most common disease among all classes in this country. It assumes a thousand shapes, and is the primary source of all the misery and unhappiness made; but whatever its type or symptoms, however obtrusive, parties at a distance can have them forwarded by post by enclosing stamps for the amount; when three powders or tinctures are required, free to any post town in the colony.

There is a considerable saving by taking the larger dose.

N.B.—Directions for the guidance of patients every disorder are affixed to each pot.

CAUTION AGAINST COUNTERFEITS.—**HOW'S EMBROCATION OR FARMERS' FRIEND.**—The above quantity does not sell daily more than the above price, and the various articles which are constantly received as to its universal excellence, far exceed the most sanguine expectations of the proprietors, and tend more strongly to convince them that, in bringing this embrocation before the notice of the colonists, they have done a service.

The numerous inquiries in town and country for this preparation have induced some unprincipled persons to manufacture a spurious article, and, under the name of FARMERS' FRIEND, are endeavouring to deceive the public.

The object of this advertisement being to CAUTION THE PUBLIC against such vile impostors, they are particularly requested to ask for HOW'S EMBROCATION, or FARMERS' FRIEND, the genuineness of which can easily be ascertained by seeing that the signatures of both J. and E. How are on the label.

SYRUP, ANGUS.

W. T. Pinhey, Druggist, Parramatta-street
W. Pratt, ditto
Baxter, ditto
J. R. Reid, ditto
J. and E. BOYD, wholesale and retail druggists, 64, King-street and Bank Court.

W. GUTH KNOWING.—To Country Shopkeepers, Providers, Boarding-house Keepers and Private Families.—BRADY and SIMMONS, in calling the attention of the public to the extraordinary advance in general stores, &c., produced by the leading firms of this city, in consequence of the war in China, which, doubtless, has materially effected the tea market, inasmuch that tea has advanced one hundred per cent. Nevertheless, B. and S. continue to sell at the old rates, having a large stock hand bought for cash, and guaranteeing the same.

Provisions and Olimson's Stores.—In these commodities, which is paid to every sensible individual that the importers of the above goods have long suffered from an overstocked market, and the natural consequence of low rates ruling. In England, however, the market is still open, and many very heavy sales are still continuing, that paying prices will be readily obtained, and that consequences in future will be very limited. Notwithstanding the undersigned will continue to sell at their usual low rates, attributing their former success to the principle of mutual trust.

The following is a list of prices:

Fruit Webkinham ham, per lb. ... £0 1 1
Hilman's sperm candles, per lb. ... 0 1 44
Table rice, per bag ... 0 7 6
Prime Cheshire cheese, in tins, per lb. ... 0 1 10
Butter, fresh, per lb. ... 0 1 10
Jams and jellies, ditto ... 0 1 0
Wetherby's marmalade, ditto ... 0 10 6
Piclites, ditto ... 0 5 9
Assorted scones, ditto ... 0 8 0
Imperial pint sald oil, ditto ... 0 12 0
Ditto half pint sald oil, ditto ... 0 12 0
Pint sald oil, ditto ... 0 14 0
Half-pint ditto, ditto ... 0 9 0
Half-pint mustard, ditto ... 0 8 6
1lb. lobsters, in tin, ditto ... 0 14 0
1lb. salmon, ditto ... 0 10 0
Blinches, ditto ... 0 10 0
Cure ditto, ditto ... 0 11 0
Sardines, ditto ... 0 8 6
Red herrings, in tin, per tin ... 0 2 4
Quart vinegar, per dozen ... 0 15 0
Macintosh, taragon, and chille ditto, ditto ... 0 6 0
Child's night lights, ditto ... 0 12 0
Prime new blime figs, per box ... 0 3 6
Best Blime raisins, per lb. ... 0 0 7
Colman's No. 1, blue ditto ... 0 0 5
Tin of best blime, ditto ... 0 0 5
Ditto sultanas, quarter ditto ... 1 15 0
Ditto sultanas, half ditto ... 0 17 6
Ditto sultanas, per quarter ditto ... 0 17 6
Scanted figs (black), per box ... 0 16 0
Conjus, ditto ... 0 16 0
Fine hyson, ditto ... 0 16 0
Boyce's ale and porter, ditto ... 0 9 0
Boyle's ale and porter, ditto ... 0 10 6
China window blinds, each ... 0 3 0
Pampangs and other sugars, with a variety of other goods.

Private families supplied with the above goods, in any quantity.

Observe the address—**BRADY and SIMMONS,** 29, King-street, opposite Hill and Son's.

ON SALE, by the undersigned, Macquarie-place, Coffee, plantation; superior sample, caulk Peppermint, black
Marrapilla, Townsends.
Scarlet and blue (Colman's No. 1) Sultanas, red, white, yellow, and blue (Wix's pints and half-pint Butter (Gold's))
Oysters and lobsters
Jams and jellies, in tins
Pork (Irish), French, &c., meat
Hams, bacon, and sugar cured
Carrots, sals, soda ash;
Paints, assorted colours
Whiting, small cans (shipping order)
Aromatic, quicksilver
Cavas, No. 1, 6; wood, 10 lbs.
Linen of Hill's place
Cattier's payment
Corn shakers and planers.

JAMES DEAN.

COALS, FILMWOOD, COKE, and CHARCOALS always on hand, and delivered to any part of the city, and suburbs on the shortest notice. Orders to be sent to the undersigned, to DUNN and MASON, Saw Mills, Australian Agricultural Co.'s Wharf, Miller's Point.

SIDNEY MORNING HERALD.—Parties desirous of subscribing to the HERALD can be supplied by the following recognized NEWS' AGENTS, who are authorised to give their own receipt for payment:—

Messrs. Perdix and Co. ... Bridge-street, Mill's Point
Mr. T. Lusty ... South Head Road
C. Fallich ... Newtown
F. Maclean ... Ensbeth's Bay
William Abraham ... Windsor, Richmond, White Plains, and Pitt-street

R. Mason ... Parramatta
James Mansfield ... Smithfield
E. Gorrie ... Liverpool
Thomas Fisher ... Campbelltown
George Pope ... Kissing-bay, Ryde
H. Black ... Pitt-street West, Matland
John Weston ... Mortlock
E. Doherty ... Raymond Terrace
C. Ostrich ... Penrith, East, and St. Mary's
F. Codner ... Petersham, and 634 George Street

P. McGrath ... Liverpool, Concord, &c.
James Dole ... Camperdown
W. Davy ... North Shore
Peter Moore ... No. 26, Woolloomooloo
John Ains ... Upper Pitt-street, Point Thomas Grace ... The Toll Bar, Waverley

REDFERN'S BOTANY ROAD. The HERALD delivered every morning, unless 7 o'clock, by FREDERICK CODNER, News Agent, 60, George-street South.

COALS, COALS, COALS—Best Newcastle Coals, at J. GROBBERTS, Mathew Wharf, George-street.

FOR SALE. TWO FARMS, near Wollongong, No. 1, consisting of 55 acres, woodland, and 1000 acres of a nominal rent on lease, 65 years to run. The whole is well supplied with water, enclosed by good fence, part in cultivation, and the remainder used for dairy purposes. On the ground there is a comfortable cottage, garden, and outbuildings, with a good house, set on 275 acres.

No 2 is from the foregoing by a Creek, and consists of 36 acres of good alluvial land, but thin, light-colored, and well watered. It affords an eligible site for a marine station, and is in close proximity to the sea, and is distant from Wollongong Harbour by about 2 miles.

There are 40 acres, however, in having upwards of

1000 feet elevation, overlooking the sea, and which would be useful to the purchaser for dry cattle, and which would go with this farm.

For terms, further particulars, and plans, apply to Messrs. BURGE and BURGE, 63 Queen-street, Sydney.

WOODS AND TREES, newly discovered, sold at a nominal rent on lease, 65 years to run. The whole is well supplied with water, enclosed by good fence, part in cultivation, and the remainder used for dairy purposes. On the ground there is a comfortable cottage, garden, and outbuildings, with a good house, set on 275 acres.

No 2 is from the foregoing by a Creek, and consists of 36 acres of good alluvial land, but thin, light-colored, and well watered. It affords an eligible site for a marine

station, and is in close proximity to the sea, and is distant from Wollongong Harbour by about 2 miles.

There are 40 acres, however, in having upwards of

1000 feet elevation, overlooking the sea, and which would be useful to the purchaser for dry cattle, and which would go with this farm.

For terms, further particulars, and plans, apply to Messrs. BURGE and BURGE, 63 Queen-street, Sydney.

WOODS AND TREES, newly discovered, sold at a nominal rent on lease, 65 years to run. The whole is well supplied with water, enclosed by good fence, part in cultivation, and the remainder used for dairy purposes. On the ground there is a comfortable cottage, garden, and outbuildings, with a good house, set on 275 acres.

No 2 is from the foregoing by a Creek, and consists of 36 acres of good alluvial land, but thin, light-colored, and well watered. It affords an eligible site for a marine

station, and is in close proximity to the sea, and is distant from Wollongong Harbour by about 2 miles.

There are 40 acres, however, in having upwards of

1000 feet elevation, overlooking the sea, and which would be useful to the purchaser for dry cattle, and which would go with this farm.

For terms, further particulars, and plans, apply to Messrs. BURGE and BURGE, 63 Queen-street, Sydney.

WOODS AND TREES, newly discovered, sold at a nominal rent on lease, 65 years to run. The whole is well supplied with water, enclosed by good fence, part in cultivation, and the remainder used for dairy purposes. On the ground there is a comfortable cottage, garden, and outbuildings, with a good house, set on 275 acres.

No 2 is from the foregoing by a Creek, and consists of 36 acres of good alluvial land, but thin, light-colored, and well watered. It affords an eligible site for a marine

station, and is in close proximity to the sea, and is distant from Wollongong Harbour by about 2 miles.

There are 40 acres, however, in having upwards of

1000 feet elevation, overlooking the sea, and which would be useful to the purchaser for dry cattle, and which would go with this farm.

For terms, further particulars, and plans, apply to Messrs. BURGE and BURGE, 63 Queen-street, Sydney.

WOODS AND TREES, newly discovered, sold at a nominal rent on lease, 65 years to run. The whole is well supplied with water, enclosed by good fence, part in cultivation, and the remainder used for dairy purposes. On the ground there is a comfortable cottage, garden, and outbuildings, with a good house, set on 275 acres.

No 2 is from the foregoing by a Creek, and consists of 36 acres of good alluvial land, but thin, light-colored, and well watered. It affords an eligible site for a marine

station, and is in close proximity to the sea, and is distant from Wollongong Harbour by about 2 miles.

There are 40 acres, however, in having upwards of

1000 feet elevation, overlooking the sea, and which would be useful to the purchaser for dry cattle, and which would go with this farm.

For terms, further particulars, and plans, apply to Messrs. BURGE and BURGE, 63 Queen-street, Sydney.

WOODS AND TREES, newly discovered, sold at a nominal rent on lease, 65 years to run. The whole is well supplied with water, enclosed by good fence, part in cultivation, and the remainder used for dairy purposes. On the ground there is a comfortable cottage, garden, and outbuildings, with a good house, set on 275 acres.

No 2 is from the foregoing by a Creek, and consists of 36 acres of good alluvial land, but thin, light-colored, and well watered. It affords an eligible site for a marine

station, and is in close proximity to the sea, and is distant from Wollongong Harbour by about 2 miles.

There are 40 acres, however, in having upwards of

1000 feet elevation, overlooking the sea, and which would be useful to the purchaser for dry cattle, and which would go with this farm.

For terms, further particulars, and plans, apply to Messrs. BURGE and BURGE, 63 Queen-street, Sydney.

WOODS AND TREES, newly discovered, sold at a nominal rent on lease, 65 years to run. The whole is well supplied with water, enclosed by good fence, part in cultivation, and the remainder used for dairy purposes. On the ground there is a comfortable cottage, garden, and outbuildings, with a good house, set on 275 acres.

No 2 is from the foregoing by a Creek, and consists of 36 acres of good alluvial land, but thin, light-colored, and well watered. It affords an eligible site for a marine

station, and is in close proximity to the sea, and is distant from Wollongong Harbour by about 2 miles.

There are 40 acres, however, in having upwards of

1000 feet elevation, overlooking the sea, and which would be useful to the purchaser for dry cattle, and which would go with this farm.

For terms, further particulars, and plans, apply to Messrs. BURGE and BURGE, 63 Queen-street, Sydney.

WOODS AND TREES, newly discovered, sold at a nominal rent on lease, 65 years to run. The whole is well supplied with water, enclosed by good fence, part in cultivation, and the remainder used for dairy purposes. On the ground there is a comfortable cottage, garden, and outbuildings, with a good house, set on 275 acres.

No 2 is from the foregoing by a Creek, and consists of 36 acres of good alluvial land, but thin, light-colored, and well watered. It affords an eligible site for a marine

station, and is in close proximity to the sea, and is distant from Wollongong Harbour by about 2 miles.

There are 40 acres, however, in having upwards of

1000 feet elevation, overlooking the sea, and which would be useful to the purchaser for dry cattle, and which would go with this farm.

For terms, further particulars, and plans, apply to Messrs. BURGE and BURGE, 63 Queen-street, Sydney.

WOODS AND TREES, newly discovered, sold at a nominal rent on lease, 65 years to run. The whole is well supplied with water, enclosed by good fence, part in cultivation, and the remainder used for dairy purposes. On the ground there is a comfortable cottage, garden, and outbuildings, with a good house, set on 275 acres.

No 2 is from

STRUCTURES OF GLACIERS.—Messrs. Tyndal and Huxley paid a visit to the Alps last summer to test some opinions they had been led to form on this subject. When Professor Forbes announced in 1842 that glaciators imported itself as a somnolent, that it moulded itself to the sinuosities of its bed, and was, in fact, a plastic body, it was not easy to reconcile men's minds to a doctrine so much at variance with what seemed to be the testimony of the senses. Our two travel agents have shown that the apparent paradox is true, even beyond the limits assigned to it. Professor Forbes proved glacier ice to be plastic in masses, and they have since made the same discovery in smaller pieces. They pass a straight prism of ice, six inches long, through a succession of moulds augmenting in curvature, till it is bent into a semi-ring. They place a piece of ice in a hemispherical cavity, and pressing it down with a protuberance not large enough to fill the cavity, the ice is squeezed into the shape of a cup. While thus confirming the plasticity of ice, they reject Professor Forbes's idea of its viscosity. The account given in the *Principles* is not very clear; but apparently their conclusion is, that while the first application of force breaks the ice, the continued application of that force re-unites it by producing repulsion. Further, the blue and white bands, forming what is termed the "veined structure" of glacier ice (likened to slate cleavage in rocks), which are referred to as one proof of its viscosity, "the middle portion dragging the sides after them," are alleged to be due simply to pressure. These opinions may be sound, but it appears to us that the brief statement in the *Principles* is not wanting to render the evidence in support of the satisfactory.—*M. M. Lewis in the "Spectator."*

THE RUINS OF THE TOWER OF BABEL.—The *Journal de Constance* publishes a letter relative to archaeological discoveries made in Western Asia by M. Place, French consul at Mosul. The passages which refer to the ruins of the Tower of Babel are interesting. These ruins are still more imposing, and can be discovered at a distance of twenty leagues. One of the eight stories of the tower is still visible, and is surrounded by a square of 154 metres. The bricks of which it is formed are of the purest clay, and almost white. Before being baked, they were covered with inscriptions, written in a clear and regular hand. Some persons in modern days have inquired where all the bisomites came from which was employed in the construction of the tower, as recorded in the 11th chapter of Genesis. It happens that a stream of bisomites still exists in the neighbourhood of the tower, and is used in the manufacture of tiles. This is the reason of its name. The inhabitants set fire to it, and calmly wait until the flames die away, from want of fuel. Several interesting photographic views have been taken by M. Place of the ruins, as well as of various parts of Nineveh. Amongst these ruins he discovered a number of small jewels, engraved stones, and a profusion of coins. Some of the engraved stones are remarkable specimens of a cylindrical shape, and pierce in the direction of its axis, in order to be suspended round the neck. The author of the letter states that I have maintained the increase of fare, and have no interest in the said coach, but wish to inform persons travelling between Sydney, Parramatta, and Penrith that my coaches will leave daily (at reduced fares) from the place and at the hours hereunder specified:—

BUSINESSES.—**BRANGSTROEM.**—Great Britain A.M. P.M. F.M.
London, George-street, Sydney, ... 9 45 ... 4 15 5 30
Leeds, Commercial Hotel, ... 2 0 0 2 0 2 0 ...
Paris, hotel, ... 2 0 0 2 0 2 0 ...
Paris by the above coaches, from and to Parramatta and Penrith, 4s. each.
ROBERT ELLIOTT, mill contractor, Penrith, July.
J. A. SALMON, proprietor of the Rose Inn, Penrith, has received his thanks for the liberal patronage he has given to his establishment, and to inform them that his hotel is also a booking office for the whole of Mr. Elliott's coaches, including the Sydney Penrith, Hartley, and Bathurst mails.
A USTRALIAN JOINT STOCK BANK.—Incorporated by Act of Council—Paid up Capital £250,000.
INTEREST OF CURRENT ACCOUNT BALANCES.—Notice is hereby given that, from and after this date customers of this bank will be allowed interest on their weekly minimum balance of current accounts, at the rate of 2 per cent. per annum.
FIXED DEPOSITS.—Money deposited for fixed periods will bear interest as hereunto. By order of the Board of Directors, EDWARD WREN, General Manager.

E NGLISH CHARTERED BANK.—Incorporated by Royal Charter, 1852. Paid-up Capital £200,000, with power to increase it to £1,000,000.
INTEREST OF DAILY BALANCES OF CURRENT ACCOUNTS.—With reference to the high rates obtainable for money in England, it has been determined, also from and after 1st October, to all parties keeping current accounts at this bank, interest at the rate of two per cent. on amounts in the daily fixed balances.

A CARD.—Mr. DALTON, many years painter and instructor to her Majesty, also to the King and late Queen of the Belgians, Crayon Portrait Painter, 243, George-street.
DALTON'S COLLODION PORTRAITS.—These portraits are taken upon the new process, as now practised in England and on the continent by Mr. DALTON, the inventor and painter to the Queen, 243, George-street.

W RACK ON THE DUNBAN.—The friends and relatives of the unfortunate wife of this wretched man may see photographic portraits of their lost friend are informed that they may have them transferred to canvas, life-size dimensions, however indistinct the copy, for £10. The original prints are given up at the studio of Mr. DALTON, 243, George-street.

A L. KNIGHT of Caversham, who is doing well by a new process, as now practised in England and on the continent by Mr. DALTON, the inventor and painter to the Queen, 243, George-street.

W RACK ON THE DUNBAN.—The friends and relatives of the unfortunate wife of this wretched man may see photographic portraits of their lost friend are informed that they may have them transferred to canvas, life-size dimensions, however indistinct the copy, for £10. The original prints are given up at the studio of Mr. DALTON, 243, George-street.

A L. KNIGHT of Caversham, who is doing well by a new process, as now practised in England and on the continent by Mr. DALTON, the inventor and painter to the Queen, 243, George-street.

A L. KNIGHT of Caversham, who is doing well by a new process, as now practised in England and on the continent by Mr. DALTON, the inventor and painter to the Queen, 243, George-street.

A L. KNIGHT of Caversham, who is doing well by a new process, as now practised in England and on the continent by Mr. DALTON, the inventor and painter to the Queen, 243, George-street.

A L. KNIGHT of Caversham, who is doing well by a new process, as now practised in England and on the continent by Mr. DALTON, the inventor and painter to the Queen, 243, George-street.

A L. KNIGHT of Caversham, who is doing well by a new process, as now practised in England and on the continent by Mr. DALTON, the inventor and painter to the Queen, 243, George-street.

A L. KNIGHT of Caversham, who is doing well by a new process, as now practised in England and on the continent by Mr. DALTON, the inventor and painter to the Queen, 243, George-street.

A L. KNIGHT of Caversham, who is doing well by a new process, as now practised in England and on the continent by Mr. DALTON, the inventor and painter to the Queen, 243, George-street.

A L. KNIGHT of Caversham, who is doing well by a new process, as now practised in England and on the continent by Mr. DALTON, the inventor and painter to the Queen, 243, George-street.

A L. KNIGHT of Caversham, who is doing well by a new process, as now practised in England and on the continent by Mr. DALTON, the inventor and painter to the Queen, 243, George-street.

A L. KNIGHT of Caversham, who is doing well by a new process, as now practised in England and on the continent by Mr. DALTON, the inventor and painter to the Queen, 243, George-street.

A L. KNIGHT of Caversham, who is doing well by a new process, as now practised in England and on the continent by Mr. DALTON, the inventor and painter to the Queen, 243, George-street.

A L. KNIGHT of Caversham, who is doing well by a new process, as now practised in England and on the continent by Mr. DALTON, the inventor and painter to the Queen, 243, George-street.

A L. KNIGHT of Caversham, who is doing well by a new process, as now practised in England and on the continent by Mr. DALTON, the inventor and painter to the Queen, 243, George-street.

A L. KNIGHT of Caversham, who is doing well by a new process, as now practised in England and on the continent by Mr. DALTON, the inventor and painter to the Queen, 243, George-street.

A L. KNIGHT of Caversham, who is doing well by a new process, as now practised in England and on the continent by Mr. DALTON, the inventor and painter to the Queen, 243, George-street.

A L. KNIGHT of Caversham, who is doing well by a new process, as now practised in England and on the continent by Mr. DALTON, the inventor and painter to the Queen, 243, George-street.

A L. KNIGHT of Caversham, who is doing well by a new process, as now practised in England and on the continent by Mr. DALTON, the inventor and painter to the Queen, 243, George-street.

A L. KNIGHT of Caversham, who is doing well by a new process, as now practised in England and on the continent by Mr. DALTON, the inventor and painter to the Queen, 243, George-street.

A L. KNIGHT of Caversham, who is doing well by a new process, as now practised in England and on the continent by Mr. DALTON, the inventor and painter to the Queen, 243, George-street.

A L. KNIGHT of Caversham, who is doing well by a new process, as now practised in England and on the continent by Mr. DALTON, the inventor and painter to the Queen, 243, George-street.

A L. KNIGHT of Caversham, who is doing well by a new process, as now practised in England and on the continent by Mr. DALTON, the inventor and painter to the Queen, 243, George-street.

A L. KNIGHT of Caversham, who is doing well by a new process, as now practised in England and on the continent by Mr. DALTON, the inventor and painter to the Queen, 243, George-street.

A L. KNIGHT of Caversham, who is doing well by a new process, as now practised in England and on the continent by Mr. DALTON, the inventor and painter to the Queen, 243, George-street.

A L. KNIGHT of Caversham, who is doing well by a new process, as now practised in England and on the continent by Mr. DALTON, the inventor and painter to the Queen, 243, George-street.

A L. KNIGHT of Caversham, who is doing well by a new process, as now practised in England and on the continent by Mr. DALTON, the inventor and painter to the Queen, 243, George-street.

A L. KNIGHT of Caversham, who is doing well by a new process, as now practised in England and on the continent by Mr. DALTON, the inventor and painter to the Queen, 243, George-street.

A L. KNIGHT of Caversham, who is doing well by a new process, as now practised in England and on the continent by Mr. DALTON, the inventor and painter to the Queen, 243, George-street.

A L. KNIGHT of Caversham, who is doing well by a new process, as now practised in England and on the continent by Mr. DALTON, the inventor and painter to the Queen, 243, George-street.

A L. KNIGHT of Caversham, who is doing well by a new process, as now practised in England and on the continent by Mr. DALTON, the inventor and painter to the Queen, 243, George-street.

A L. KNIGHT of Caversham, who is doing well by a new process, as now practised in England and on the continent by Mr. DALTON, the inventor and painter to the Queen, 243, George-street.

A L. KNIGHT of Caversham, who is doing well by a new process, as now practised in England and on the continent by Mr. DALTON, the inventor and painter to the Queen, 243, George-street.

A L. KNIGHT of Caversham, who is doing well by a new process, as now practised in England and on the continent by Mr. DALTON, the inventor and painter to the Queen, 243, George-street.

A L. KNIGHT of Caversham, who is doing well by a new process, as now practised in England and on the continent by Mr. DALTON, the inventor and painter to the Queen, 243, George-street.

A L. KNIGHT of Caversham, who is doing well by a new process, as now practised in England and on the continent by Mr. DALTON, the inventor and painter to the Queen, 243, George-street.

A L. KNIGHT of Caversham, who is doing well by a new process, as now practised in England and on the continent by Mr. DALTON, the inventor and painter to the Queen, 243, George-street.

A L. KNIGHT of Caversham, who is doing well by a new process, as now practised in England and on the continent by Mr. DALTON, the inventor and painter to the Queen, 243, George-street.

A L. KNIGHT of Caversham, who is doing well by a new process, as now practised in England and on the continent by Mr. DALTON, the inventor and painter to the Queen, 243, George-street.

A L. KNIGHT of Caversham, who is doing well by a new process, as now practised in England and on the continent by Mr. DALTON, the inventor and painter to the Queen, 243, George-street.

A L. KNIGHT of Caversham, who is doing well by a new process, as now practised in England and on the continent by Mr. DALTON, the inventor and painter to the Queen, 243, George-street.

A L. KNIGHT of Caversham, who is doing well by a new process, as now practised in England and on the continent by Mr. DALTON, the inventor and painter to the Queen, 243, George-street.

A L. KNIGHT of Caversham, who is doing well by a new process, as now practised in England and on the continent by Mr. DALTON, the inventor and painter to the Queen, 243, George-street.

A L. KNIGHT of Caversham, who is doing well by a new process, as now practised in England and on the continent by Mr. DALTON, the inventor and painter to the Queen, 243, George-street.

A L. KNIGHT of Caversham, who is doing well by a new process, as now practised in England and on the continent by Mr. DALTON, the inventor and painter to the Queen, 243, George-street.

A L. KNIGHT of Caversham, who is doing well by a new process, as now practised in England and on the continent by Mr. DALTON, the inventor and painter to the Queen, 243, George-street.

A L. KNIGHT of Caversham, who is doing well by a new process, as now practised in England and on the continent by Mr. DALTON, the inventor and painter to the Queen, 243, George-street.

A L. KNIGHT of Caversham, who is doing well by a new process, as now practised in England and on the continent by Mr. DALTON, the inventor and painter to the Queen, 243, George-street.

A L. KNIGHT of Caversham, who is doing well by a new process, as now practised in England and on the continent by Mr. DALTON, the inventor and painter to the Queen, 243, George-street.

A L. KNIGHT of Caversham, who is doing well by a new process, as now practised in England and on the continent by Mr. DALTON, the inventor and painter to the Queen, 243, George-street.

A L. KNIGHT of Caversham, who is doing well by a new process, as now practised in England and on the continent by Mr. DALTON, the inventor and painter to the Queen, 243, George-street.

A L. KNIGHT of Caversham, who is doing well by a new process, as now practised in England and on the continent by Mr. DALTON, the inventor and painter to the Queen, 243, George-street.

A L. KNIGHT of Caversham, who is doing well by a new process, as now practised in England and on the continent by Mr. DALTON, the inventor and painter to the Queen, 243, George-street.

A L. KNIGHT of Caversham, who is doing well by a new process, as now practised in England and on the continent by Mr. DALTON, the inventor and painter to the Queen, 243, George-street.

A L. KNIGHT of Caversham, who is doing well by a new process, as now practised in England and on the continent by Mr. DALTON, the inventor and painter to the Queen, 243, George-street.

A L. KNIGHT of Caversham, who is doing well by a new process, as now practised in England and on the continent by Mr. DALTON, the inventor and painter to the Queen, 243, George-street.

A L. KNIGHT of Caversham, who is doing well by a new process, as now practised in England and on the continent by Mr. DALTON, the inventor and painter to the Queen, 243, George-street.

A L. KNIGHT of Caversham, who is doing well by a new process, as now practised in England and on the continent by Mr. DALTON, the inventor and painter to the Queen, 243, George-street.

A L. KNIGHT of Caversham, who is doing well by a new process, as now practised in England and on the continent by Mr. DALTON, the inventor and painter to the Queen, 243, George-street.

A L. KNIGHT of Caversham, who is doing well by a new process, as now practised in England and on the continent by Mr. DALTON, the inventor and painter to the Queen, 243, George-street.

A L. KNIGHT of Caversham, who is doing well by a new process, as now practised in England and on the continent by Mr. DALTON, the inventor and painter to the Queen, 243, George-street.

A L. KNIGHT of Caversham, who is doing well by a new process, as now practised in England and on the continent by Mr. DALTON, the inventor and painter to the Queen, 243, George-street.

A L. KNIGHT of Caversham, who is doing well by a new process, as now practised in England and on the continent by Mr. DALTON, the inventor and painter to the Queen, 243, George-street.

A L. KNIGHT of Caversham, who is doing well by a new process, as now practised in England and on the continent by Mr. DALTON, the inventor and painter to the Queen, 243, George-street.

A L. KNIGHT of Caversham, who is doing well by a new process, as now practised in England and on the continent by Mr. DALTON, the inventor and painter to the Queen, 243, George-street.

A L. KNIGHT of Caversham, who is doing well by a new process, as now practised in England and on the continent by Mr. DALTON, the inventor and painter to the Queen, 243, George-street.

A L. KNIGHT of Caversham, who is doing well by a new process, as now practised in England and on the continent by Mr. DALTON, the inventor and painter to the Queen, 243, George-street.